

Aruba Esso News

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Clergy Tour Lago Feb. 9 Program Includes Executive Meeting, Tour of Refinery

"Lago's role in providing energy to the world in the form of petroleum products places it in one of our most vital and competitive industries." This statement was made Feb. 9 to 25 members of the island's clergy by Executive Vice-President F. E. Griffin. The occasion was a meeting of clergymen and members of Lago's executive committee after the religious leaders had toured refinery facilities.

Mr. Griffin went on to say that one of the easiest ways to improve the standard of living of any country is to provide energy from petroleum products. "This means light and heat, power for transportation, power for industrialization and power for agricultural development," he added. The Lago executive went on to explain Lago's marketing methods as conducted through the other affiliates of Standard Oil Company (N. J.) and how Lago has become the successful company that it is through its geographical location, competitive pricing of products, reliability in making deliveries and product quality.

Explain Refinery Operations

He explained the many problems the company has surmounted in its 30-year history in maintaining a healthy position in world markets. In a question and answer period, Mr. Griffin and President O. Mingus jointly gave explanations to clergymen queries on refinery operations and Lago's future outlook. When questioned about the world's oil reserves status, Mr. Mingus answered: "With improved methods in sand oil recovery and exploration for new reserves, more and more such reserves are being uncovered every day. There should be no fear of running out of oil reserves now. Oil for many generations is left for the world's use."

Following the discussion on Lago's history, growth and future in the industry, F. C. Donovan, superintendent of Service & Staff Departments, spoke to the clergy about the people of Lago. In addition to outlining the many benefits employees receive above daily wages, he reviewed the standards of living by oil workers in several countries. "Of the dozens of countries that either refine or produce petroleum, Aruba oil workers enjoy one of the highest wage scales. The standard of living of the average Lago employee also compares very favorably," he said.

Meeting Followed Tour

The special executive committee meeting followed a morning tour of visbreakers, Employee Medical Center, Acid & Edeleanu Plants and shops plus a tour of the IBM facilities in the GOB. A tour of the Lago Hospital was on the afternoon schedule.

Following the meeting, the group went to the Dining Hall for lunch where they heard President Mingus aptly answer his own question: "What is a corporation?"

After describing corporate shares, boards and business history he said: "No corporation can be soulless because a corporation is people. No machine has yet been invented that will run itself. People must be the final analysis in a business corporation."



REPRESENTED HERE are the five generations of the Obdulia de Cuba family. Cradled in the arms of great-great-grandmother Obdulia de Cuba is Susan Irene Stamper, first of the fifth generation. Left to right, standing, are Susan's grandmother Carmen Angela, mother Hortensia Stamper, father Cletano and great-grandmother Anna Colina.

PRESENTA AKI ta e cinco generacionnan di Obdulia de Cuba. Den brasa di tatarabuella Obdulia de Cuba ta Susan Irene Stamper, di promer di di e cinco generacionnan. Di robes pa dreechi ta Susan su ahuela Carmen Angela, mama di Hortensia Stamper, tata Cletano y bisabuella Anna Colina.

Cinco Generacion di Un Familia tin 162 Heredero

Nacemento di Susan Irene Stamper na Lago Hospital Jan. 20 tabata causa di gran alegria y celebracion den familia di Obdulia de Cuba. E baby aki e bira di promer miembro di e cinco generacion di e familia aki cual a produci a lo menos 162 descendiente directo di Sra. De Cuba. Den poco mas cu 80 anja di tempo di tatarabuella aki a worde bendicida cu nacemento di 12 yiu, seis mucha muher y seis homber; mas cu 50 nieto; a lo menos 100 bisanieto y un tataranieto.

E miembro di e di cinco generacion di e familia grandi aki ta yiu di Cletano M. Stamper, un welder

Five Generations Of Aruba Family Have 162 Heirs

The birth of Susan Irene Stamper at Lago Hospital Jan. 20 was cause for great rejoicing and celebration in the Obdulia de Cuba family. The infant became the first member of the fifth generation of this family which has produced at least 162 direct descendants of Mrs. De Cuba. In just 80 years' time this charming great-great-grandmother has been blessed with the birth of 11 children, six girls and five boys; more than 50 grandchildren; at least 100 great-grandchildren and one great-great-grandchild.

The fifth generation member of this vast family is the daughter of Cletano M. Stamper, a welder helper in Mechanical-Metal Trades, who is 22. His wife Hortensia is the fourth generation. A large number of Mrs. De Cuba's direct descendants are employed at Lago as well as many family in-laws.

The advent of the first generation took place Sept. 5, 1878, the birthday of Mrs. De Cuba in Venezuela.

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den Mechanical-Metal Trades, kende tin 22 anja. Su esposa Hortensia ta pertence na di cuatro generacion. Un gran cantidad di e descendientenan directo di Sra. De Cuba ta traha na Lago como tambe di esnan cu ta pertence na familia door di casamento.

E entrada di e cinco generacion a tuma lugar Sept. 5, 1878, e fecha ariba cual Sra. De Cuba a nace na Venezuela. El y su esposo, un nativo di Aruba kende awor ta morto, a bini aki 33 anja pasá. Maske algun di su yiuunan ainda ta biba na Venezuela, tur e principalnan representando e cinco generacionnan ta biba na Aruba.

Ademas di tatarabuella Obdulia tin bisabuella Anna Irene Colina kende tin 63 anja. Esaki tabatin 21 yiu.

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70 Miles From Aruba

Esso Oranjestad Crew Saves Lost Fisherman

The human side of a giant industry showed itself faultless in its role as community member last week. Casting aside other considerations, Lago dispatched the tug Esso Oranjestad on a 24-hour sea-going mission that had as its successful completion the saving of a man's life. Alone, hungry, cold, Victor Muskus, 59-year-old Curacao fisherman was taken safely aboard the tug from his bobbing, powerless craft some 70 miles off the coast of Aruba.

Adrift without food or water for over three and one-half days, his was a body made gaunt by ordeal. His lips were parched and swollen; his face showed little emotion. He was, almost, beyond visible signs of emotion. When it appeared no help was coming — his little craft taking on water, mountainous seas buffeting him about like a toy, the wind getting stronger — Fisherman Muskus resolved himself to a watery fate. He later admitted giving up hope in the face of his adversity at sea. What he didn't know, while he felt his was a lost cause, was that his safety was to occupy many active hours of personnel representing the United States government, Lago and Esso Shipping.

Snatching Mr. Muskus from atop lashing seas that seemed bent on engulfing and beating all trespassers evolved into an intricate, lengthy, albeit successful, drama at sea.

It all began very peacefully Feb. 3 with an everyday fishing run along the coast of Curacao for Mr. Muskus and a companion. Shortly after trolling appointed fishing grounds, the inboard in Mr. Muskus 30-foot craft cut out. It couldn't be repaired and the vessel bobbed aimlessly. The companion hailed a nearby fishing schooner and left the crippled ship to Mr. Muskus who chose to "stay with my boat" until help came. Help nearly didn't arrive in time. His was a long gamble that almost missed the point.

High winds and rolling seas pushed him north, north west and thereabouts at approximately two and one-half knots, a fairly good clip for a drifting hulk. It is conjectured that he drifted past Aruba's north shore out into high seas — no land for miles and miles and still more watery miles. All this was Feb. 3. The next day was more of the same, high seas and winds, no food or water. By this time, however, his former companion, who the day before

sought safety in another boat, notified Curacao government officials that his friend needed help. Air Traffic Control in Curacao, in the person of Acting Chief Henry van der Eem, called the United States Coast Guard at San Juan, Puerto Rico, and requested air-sea rescue assistance. It seems that this is a service the United States provides throughout the Caribbean. The air station at San Juan sent aloft an Albatross amphibian with a crew of

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Ganashi Abao \$241 Milion pa Jersey den 1958

Un informe preliminar duná pa publicacion door di Eugene Holman, presidente di Standard Oil Company (N.J.) ta muntra cu e ganashi di Lago su compania pariente y afiliadonan durante 1958 tabata \$564 milion, un rebaho di \$241 milion compará cu e anja anterior. E cifranan aki ta tuma na cuenta e aumento di inkomsten-belasting retroactivo pa Januari 1, 1958, cual a worde decretá door di gobierno Venezolano, cu e belasting aumentá aki calculá na \$90,000,000.

Ganamento di e compania pa tur su operacionnan hunto a baha for di \$4.08 pa share na 1957 te \$2.73 pa share na 1958. (E dividendo exacto pa accionistanan, e donjonan di e empresa, a keda \$2.55 pa share pa e anja, mientras e resto, \$2.73, a worde poni atrobe den e empresa). E rebaho den ganamento aki tabata no obstante mas tanto ventan den anja cu a pasa, y ta worde splicá door di prijsnan mas abao y aumentonan den belasting y otro costonan.

Maske ganamento a baha, belasting, derechonan di importacion y otro pagonan na gobierno di Estados Unidos y otro gobiernonan estranhero a bolbe subi durante anja. E total di e belastingnan aki \$2,343,000,000 tabata igual na \$11.33 pa share, of mas cu cuatro vez e ganamento neto di \$2.73 pa share.



FRAMED BY the panorama of the Acid Plant, employees of Acid & Edeleanu gathered Jan. 31 to bid farewell to R. C. Baum, assistant division superintendent, who left for retirement. The group presented him with field glasses and an elaborate scroll.

CU PANORAMA di Acid Plant den fondo, empleadonan di Acid & Edeleanu a hini hunto Jan. 31 pa tuma despedida di R. C. Baum, assistant division superintendent, kende a bai cu pensioen. E grupo a presente'le un verrekijker un scroll ilustrando su carera na Lago.

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Thousands Enjoy Parades, Events of 1959 Carnival

Carnival 1959! Only in the Caribbean area can be found such a colorful, gay pre-Lenten event — metallic tones of steel bands competing with shuffling feet and hundreds of happy voices as the parade moves through the streets of San Nicolas and Oranjestad.

Carnival parade was the highlight, the climax to this gay time of year. As in past years a queen and prince were chosen to officiate over the gala celebrations that preceded the big parade. Elected queen of the 1959 Carnival was Miss Viceroy, Alicia Dijkhoff, who reigned over all her merry-making constituents with Prince Carnival.

The Carnival season got underway when the Temporary Lt. Governor of Aruba was "banned" to the Monkey Islands. This was followed by the Children's Carnival on Jan. 25 when youthful jumbies, witches, mermaids and hula dancers vied for prizes at the Lago Sport Park.

Major event of every carnival is selection of the queen. Lovely Miss Viceroy was awarded this distinction by the royal judges at Wilhelmina Stadium Jan. 31. Vying with seven other glamorous candidates, Miss Viceroy's charm, graciousness and audience appeal earned her the royal title of 1959 Carnival queen. Runner up to Miss Viceroy was Miss Caribe, Betty Blakely.

Before the queen could command her royal subjects a coronation was in order. This, too, took place in Wil-

helmina Stadium the evening of Feb. 6. The honor of placing the crown on her royal majesty's raven locks went to Temp. Lt. Gov. E. Arends.

The afternoon of Feb. 7 was the date of the big Carnival 1959 parade in San Nicolas followed the next day by another parade of competing floats and costume groups in Oranjestad.

Hundreds of revelers lined every major street of both towns to enjoy the beauty of majestic floats and clowning antics of parading groups. And what parades! Shades of Fidel Castro and his 26th Day of July movement! Could that be the beard-er hero himself? It wasn't Fidel, the liberator of Cuba, but it was a very remarkable resemblance that led this costumed group through the streets of both San Nicolas and Oranjestad.

Then in all her glory and beauty came the queen followed by dancing leopard men, the deck of cards group, Caribe Indians, a comic railroad train, jumbies, rocketeers, queen candidates radiating beauty and all told, dozens upon dozens of laughing, dancing people. Merrymaking went well on into the night of Feb. 7.

The morning of Feb. 8 was different. "Time to go to work!" Hundreds of guilders in materials lay crumpled in corners of many rooms of many homes. Carnival 1959 was over in Aruba.



PRIZE WINNERS and council members congregate at the close of a two-day handicrafts show in Oranjestad. The show marked the tenth anniversary of the Inter-Island Scout Council and was held Jan. 31 and Feb. 1. GANADORN DI premio y miembronan di bestuñu ta bini hunto na final di un exposicion di obra di man cu a dura dos dia na Oranjestad. E exposicion tabata na ocasion di décimo aniversario di Inter-Island Scout Council y a worde teni Jan. 31 pa Feb. 1.

Lidernan Spiritual A Bishita Refineria Feb. 9

"Lago su envolvimento pa produci energia pa mundo den forma di productionan di petroleo ta ponele den un di nos industrianan mas vital y competitivo." E declaracion aki a worde haci Feb. 9 dilanti 25 lider spiritual di e isla aki door di Vice Presidente Ehecutivo F. E. Griffin. E ocasion tabata un conferencia entre e lidernan spiritual y miembronan di Comité Ehecutivo di Lago despues cu e lidernan religioso a haci un paseo door di refineria.

Sr. Griffin a bisa tambe den su discurso cu un di e medianan mas facil pa mehora nivel di bida di un pais ta door di furni energia di productionan di petroleo. "Esaki ta nifica luz y calor, energia pa transportacion, energia pa industrializacion," el a agrega. E director di Lago a splica e metodonan di ventas di Lago manera nan ta worde hibá door di e compania mayor, Standard Oil Company (N.J.) y con Lago a bira e compania exitoso cu e ta door di su posicion geografico, prijsnan competitivo di su productionan, confiabilidad den entrego di productionan y calidad di e productionan.

El a splica e hopi problemnan cu e compania mester a enfrenta durante su historia di 30 anja pa por mantene un posicion salubable den mercadonan mundial. Durante un periodo di haci pregunta, Sr. Griffin y Presidente O. Mingus hunto a duna clarificacion ariba preguntanan di e lidernan religioso tocante operacion di refineria y futuro prospectonan di Lago. Ora un pregunta a worde haci tocante estado di reservanan petrolero den mundo Sr. Mingus a contesta: "Cu medianan mas avanzá den recuperacion di petroleo for di den santo y exploracion pa reservanan nobo, mas y mas di tal reservanan ta worde localizá tur dia. No mester tin ningun miedo pa reservanan di azeta seca awor. Aind tin varios siglo di azeta pa uso di mundo."

Despues di e discusion tocante historia di Lago, su crecimiento y futuro den industria, F. C. Donovan, superintendente di Service & Staff Departments, a papia tocante e hendenan na Lago. Ademas di splica e hopi beneficiacion cu empleadonan ta recibí ademas di sueldonan diario, el a comenta tocante e nivel di bida di trahadornan petrolero den varios pais. "Di e varios paisnan cu sea ta refina of produci petroleo, trahadornan petrolero di Aruba ta disfruta di un di e tarificanan mas halto di pago. E nivel di bida di e promedio empleado di Lago tambe ta compara favorable," el e bisa.

E reunion special aki di e Comité Ehecutivo a sigui ariba un mainta di bishita na visbreakers, Employee Medical Center, Acid & Edeleanu Plant, y Shops plus un bishita na seccion di IBM den Accounting. Den oranan di tramerdia e grupo a bishita Lago Hospital.

Despues di e reunion e grupo a bai Dining Hall pa tuma almuerzo. Aki nan a tende Presidente Mingus comenta ariba e topico: Kiko ta un empresa?

Despues di describi elementonan di un empresa, su maneho y practico

Burton Nombrá Senior Chemist

E promocion di Ted. R. Burton pa senior chemist den TSD-Laboratories a worde anuncia recientemente. Sr. Burton a cuminsa traha den su posicon nobo Feb. 1.

El a cuminsa traha cu Lago Aug. 6, 1953 como chemist B den TSD-Laboratories, e departamento den cual e la keda durante henter su carrera na compania. Sr. Burton a worde promovi pa chemist A na Augustus 1955 y na Maart 1958 el a worde nombrá pa chemist den su departamento.

El a atende Montana State University for di 1946 pa 1949 y a gradua cu un bachelor's degree den chemistry. Despues el a drenta University of Washington na Seattle unda e la recibí su grado di "master of science" na 1953.

Meyers, Inniss Retirements Set

With nearly 30 years' Lago service to his credit, Adrian A. Meyers of Mechanical-Pipe retired from the company Feb. 1. Joining him as a Lago annuitant March 1 will be William C. Inniss of Process-Receiving & Shipping (Wharves) who has more than 25 years' service.

Mr. Meyers, pipefitter helper A in his department, joined Lago April 29, 1929 as a painter in Mechanical - Paint. From 1933 through 1943, he served in various crafts including mason, garage and dry dock and was promoted to dry dock helper B in June, 1945. From



W. C. Inniss A. A. Meyers

the dry dock he transferred to shipyard where he was promoted to boilermaker helper A in January, 1953. He joined Mechanical-Pipe in October, 1954 as a pipefitter helper B and was named helper A in August, 1955. Originally from St. Martin, Mr. Meyers plans to retire in Aruba.

Mr. Inniss became a Lago employee Aug. 8, 1933. He started as a laborer second class in the Gas Plant. Transferring to stewards craft in June, 1935 as a truck driver he later became a wharfinger on the wharves. After a series of duties in Process-Receiving & Shipping, Mr. Inniss was named a porter in November, 1952 and a janitor in September, 1956. From St. Vincent, Mr. Inniss plans to return there after his retirement from the company.

Cinco Generation

(Continúa di pagina 1)

Anto ta sigui abuela Carmen Ange'a di 39 anja kende tin tres yiu. Mama Hortensia tin 17 anja.

E cuatro generacionnan ta muntra hubentud y vitalidad. E 80 anjanan di Sra. De Cuba no ta muntra den su aparencia, cual ta marcá door di su observacionnan y decisionnan preciso. E cara y aparencia di e segunda, tercer y cuatro generacion ta sconde nan berdadero edad, bisabuela ta parece abuela y abuela ta parece mania di e ultimo adicon na e familia.

a sigui e reina y despues e grupo di luipaard bailando, e paki di carta, indianan Caribe, un trein comico y jumbies.

E mainta di Feb. 8 tabata diferente. "Ora di bai traha," a spierta hopi. Precioso traje cu a tuma lunanan largo di trabao y cientos di florin na material tabata bentá machicá den un hoki den hopi cas. Carnaval 1959 a pasa na Aruba!

70 Miles From Aruba

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six commanded by Lt. Comdr. J. C. Miller.

The silver twin-engine plane with familiar yellow band around the body signifying air-sea rescue duty set out on an all-day search Feb. 5. The plane left Curacao, where it landed the night before, at approximately 8 in the morning. Its day-long search was rewarded with contact with the drifting Mr. Muskus at 5:30 in the afternoon. The position was charted and the plane returned to Curacao contemplating completion of the rescue the following day.

To reach the man with surface craft — the high seas made it impossible for the plane to land — Harbor Master J. B. Meenhorst solicited Lago's assistance. Lago responded with Esso Oranjestad, Captains Joe Fernando and Arthur Scott, both veterans of many such adventures, and an able crew. The tug plowed into the high seas on its errand of mercy Feb. 6. Oranjestad Harbor, where the tug had pulled the barge to bunker the freighter Flensburg, was cleared at 10:57 in the morning. Once out in the open sea, work began. The solid little bulldog of a tug found itself no match for restless seas, the most violent in a decade. She tossed, rolled and pitched, but plowed steadfastly ahead. "Oh, and it will get worse," Joe Fernando remarked going out. Oh, how right he was!

Some four hours and many well-tossed miles out of Oranjestad, voice contact was made with the Coast Guard plane hovering over the man. It quickly developed that although Lt. Comdr. Miller was talking to the Esso Oranjestad, he actually saw the tanker, Esso Richmond. He diverted the Richmond to the drifting man, but all the Esso tanker could do was stand by. The seas were much too high for the Richmond's crew to even attempt to take the man aboard.

It wasn't long before the crew of the Esso Oranjestad spotted the Coast Guard plane and the Rich-

mond in the distance. The dauntless little tug beat a steady path to the site, and at 4:30 p.m. arrived on the scene. In less than 15 minutes, the tug's crew pulled Mr. Muskus aboard and made his craft fast. It was a forlorn sight that greeted the rescue tug. This tiny man, clad only in brief, blue swim trunks, sat on top of the small ship's cabin — afraid to move. It took a few words of Papiamentu to bring him to the reality of getting aboard the tug. He threw a line which the tug crew took and attached a heavier line which they used to pull the fishing craft alongside. Tony Winklaar and others of the tug crew took the man aboard. Tony finished the task of securing the line to the deck bitt of the tiny craft.

The craft didn't stay in tow long, as Arthur Scott predicted. "Seas are much too heavy to pull that boat. She'll either break up or go under all together Arthur was correct. Being pulled by the powerful tug into and through huge waves was too much. Some twenty-two minutes of towing snapped the deck bitt off the boat. The fishing boat Olsivito was once more adrift, powerless, at the mercy of the seas. Only this time she was alone.

Below deck on the tug, comfortably clothed in a Lago coverall, Mr. Muskus drew deeply of a large mouthful of clean, cool water. It was his first in over three and one-half days. It helped ease the torment of parched lips and throat. He settled back for the long, rough return trip happy to be alive, never before having been so close to death. The crew of the Esso Oranjestad also prepared for the trip home, proud that they had helped save a man's life. They were proud, also, that their company has a human side that takes the Esso Oranjestad out of its normal duties of pushing tankers around and sends it on a long journey to help save the life of one tiny fisherman.

So the return journey started. Oh, how right Joe Fernando was!

Queen's Election is Carnival Highlight



PRESENT AT the event were queen and prince of the Children's Carnival, Rena Luckhoo and Godfrey St. Aubyn. AKI REINA y Prins di carnival di muhanan ta worde presentá. Nan ta Rena Luckhoo y Godfrey St. Aubyn.

The judges' ballots were in. Prince Rudy took the results and passed his eyes over the eight Carnival queen candidates. Suspense of the Wilhelmina Stadium crowd was mounting to a fever pitch. Then the prince started walking past the girls. Who would be chosen? He hesitated, then walked on until he was again off the stage! This comic relief took the edge off the crowd's apprehension but not for long.

When Prince Rudy MacDonald mounted the stage the

(Continued on page 8)

E decisionnan di e hueznan tabata den. Prins Rudy a tuma e resultadonan y a pasa su wowonan over e ocho candidatanan pa Reina di Carnaval. Suspenso den Wilhelmina Stadion tabata monta. Despues e prins a cumenza camna pasa dilanti di e mucha muhanan. Cual lo worde escogi? El a hesita, despues el a sigui camna te cu el tabata na punto di e podio! Esaki a trece un poco alivio den aprehension den e publico, pero no pa largo.

Ora Prins Rudy MacDonald a monta e ensenario pa

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A BOUQUET of flowers is presented to the 1959 Carnival queen, Miss Alicia Dijkhoff, by C. E. Lacle, president of the Aruba Central Carnival Committee. At left is runner-up candidate Miss Caribe, Betty Blakely.

UN BOUQUET di flor ta worde presentá na Alicia Dijkhoff door di C. E. Lacle, presidente di Comité Central di Carnaval na Aruba. Banda robéz ta e candidata cu a sali segunda, Miss Caribe, Betty Blakely.



EIGHT BEAUTIFUL girls received the plaudits of the audience at the election. Left to right are Miss Trappers, Miss

Commandeursbaai, Miss Lago Heights, Miss Tivoli, Miss Caribe, Miss Viceroy, queen, Miss P.W.F.A. and Miss Bonaire.

OCHO BELLEZA a recibí aclamación di e publico na final di e elección. Di robéz pa drechi ta Miss Trappers, Miss Comman-

deursbaai, Miss Lago Heights, Miss Tivoli, Miss Caribe — e segunda, Miss Viceroy — reina, Miss PWFA y Miss Bonaire.



PRINCE CARNIVAL officially presents the new 1959 Carnival queen to the audience as his aide, Panchito, heralds the event. PRINS CARNAVAL ta presenta oficialmente e Reina nobo di Carnaval pa 1959 na e publico.

THE POPULAR Mariachi Mil Amores entertained the crowd with several appropriate musical selections. E POPULAR Mariachi Mil Amores a satisfice e publico cu varios cancionnan apropiado.



Dos Empleado di F. C. Donovan A Presenta Oloshi Di 25 Anja Promoví Jan. 1

Harman C. Quarles a worde promoví pa assistant zone supervisor den Mechanical-Field Coordinator y Charles R. Miannay a worde nombrá senior engineer den Mechanical-Planning & Engineering. Tur dos promocion ta efectivo Jan. 1.

Sr. Quarles a cumenza traha na Lago Mei 26, 1957, como un engineer den Mechanical Administration. Na Juli di anja pasá el a transferi pa Mechanical-Field Coordination como un engineer.

Mr. Miannay a bini Lago for di Esso Standard Oil Company na Baltimore unda el tabata empleá dos anja. Promer cu esaki el tabata cu Esso Research and Engineering Company pa 15 luna. El tabata un empleado di Jersey Standard desde Augustus 1954. El ta den Mechanical-Planning & Engineering desde cu el a cumenza traha aki.

Siete empleado a worde honrá luna pasá na ocasion di nan 25 anja di servicio cu Lago anja pasá. E siete aki a worde entregá oloshinan di oro cu conmemoracion di e hecho aki durante ceremonianan special den Reception Center unda F. C. Donovan, superintendente di Service & Staff Departments a haci e presentacion y a felicita nan.

Empleadonan di Mechanical Department cu a haya oloshi ta: J. H. Boekhoudt, pipe; V. Arends, garage; V. Kelly, yard. Dos empleado di Process honrá tabata L. Van Der Biezen y B. Stamper, tur dos di Receiving & Shipping (Wharves). Recibidornan di oloshi di Lago Police Department tabata S. E. Vanterpool; di General Services Department tabata C. W. York, operating division crafts.

Desde cu e plan pa duna oloshi cu conmemoracion di 25 anja di servi-

New Gate 8 Hours Announced

Because of decreased traffic through Gate 8, the following operation schedule was adopted Feb. 1:

Daily Schedule
(Automobile and Pedestrian Traffic)

12:30 a.m. to 6 a.m. — Closed

6 a.m. to 5 p.m. — Open

5 p.m. to 11:30 p.m. — Closed

From 11:30 p.m. to 12:30 a.m., Gate 8 will be open to pedestrian traffic only.

If an emergency arises and it is necessary to have the gate opened during hours it is scheduled to be closed, supervisors should telephone Lago Police Headquarters at 3600 or 2142.

cio a cumenza, un total di 664 a worde entregá na empleadonan cu a alcanza e servicio aki cu Lago.

Five Generations

(Continued from page 1)

She and her husband, a native of Aruba and now deceased, came here 33 years ago. Though a few of her children still reside in Venezuela, all principals representing the five generations reside in Aruba.

In addition to little Susan Irené's great-great-grandmother Obdulia, there is great-grandmother Anna Irena Colina who is 63 years old. She has had 21 children. Then there is grandmother Carmen Angela, a youngster of 39 years who has three children. Mother Hortensia is just 17.

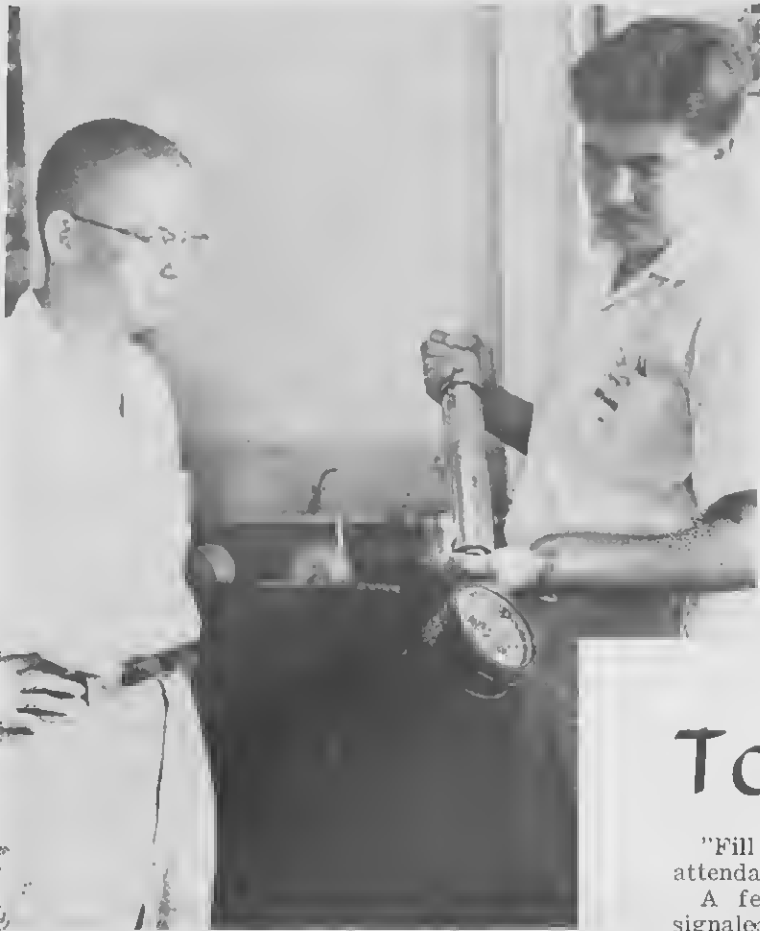
A striking note of youth and vitality is registered by these four generations. The 80 years of Mrs. De Cuba are young ones, her charm and graciousness enhanced by clear remarks and decisions. The countenance and appearance of the second, third and fourth generations belie true ages, great-grandmothers appear as grandmothers and grandmothers as mothers to the latest family addition.

Seven Receive Service Watches

Honored for achieving the 25-year service mark with Lago were seven employees who passed the quarter-century milestone last month. Awarded gold commemorative service watches at special Reception Center ceremonies Feb. 4, the seven were congratulated by F. C. Donovan, Service & Staff Departments superintendent, who made the presentations.

Employees from the Mechanical Department awarded watches were: J. H. Boekhoudt, pipe; V. Arends, garage; V. Kelly, yard. Two Process Department employees honored were L. H. Van Der Biezen and B. Stamper, both of Receiving & Shipping (Wharves). Watch recipient from the Lago Police Department was S. E. Vanterpool. Quarter-century man from General Services Department was C. W. York, operating division crafts.

Since the inception of the commemorative watch plan, a total of 664 timepieces have been awarded.



WITNESSING REID test in No. 1 Laboratory is Lt. M. H. Doyle, Navy oil inspector. Tester is J. Ras, checking jet fuel vapor pressure. PRESENCIANDO REID test den Laboratorio No. 1 ta Lt. M. H. Doyle, inspector di azeta di Navy. Tester ta J. Ras, controlando e tensión di vapor di jet fuel.



TO PREVENT mixing of different refinery products in this ship's tanks, Lt. Doyle must seal the crossover valves. PA PREVENI mezlamento di diferente productonan di refinaria den tankinan di e bapor aki, Lt. Doyle mester seya e crossover valves.



COMMANDER JACKAWAY points out one of the many spots in the Caribbean he and his officers cover. COMANDANTE JACKAWAY ta muntra ariba un di e hopi sitionan den Caribe en el y su tres oficialnan mester cubri haciendo inspeccion.

Tasks Vary for Oil Inspectors

"Fill 'er up," the motorist replied to the service station attendant's query, "how much?"

A few minutes later the click of the high-speed pump signaled a full tank.

"That'll be \$4.23, sir. Check your oil?"

"No thanks. Say, I'm checking my mileage. How much gas did the old bus take?"

"Let's see. According to the gauge — 12.8 gallons. Here's your change. Thanks and call again."

This is a typical conversation that takes place thousands of times daily throughout the U.S. and other English speaking countries. And it must occur in other languages throughout the world as well. What's it got to do with "oil inspectors"? Quite a bit, brother, quite a bit.

Through federal and state government controls, our motorist was assured of the gasoline pump's accuracy in delivering exactly 12.8 gallons of gas to his tank. He was also assured that the calculating device totaled the correct amount for the gas — \$4.23 at 33 cents a gallon.

At Lago, the customer wants a slightly "larger" amount of fuel in a slightly "larger" tank. When he says "fill 'er up" he means he wants 60,000 barrels of 100 octane research gasoline pumped into a 39,000 ton supertanker. And there are no automatic devices on the market today that

can measure this operation with the accuracy both the customer and Lago demands. This doesn't take into account the quality factor which involves lab tests by the dozen to make sure customer specifications are met.

And so evolved the oil inspector, the man or group of men who measure quantity and certify quality at Lago and other refineries throughout the world.

At Lago, three teams of oil inspectors act as indifferent third parties in Lago-customer transactions. They are the U.S. Navy oil inspectors (InsMat Aruba), Charles Martin & Company and Saybolt S.A., an affiliate of E. W. Saybolt and Company, Inc. in the United States. "You might say we're referees," voiced Oran Johnson, Charles Martin manager. "In the majority of contracts, Lago and its customers agree to split the costs of oil inspection certification. We're independent inspectors. So, our decisions are based on fact alone." Being indifferent third parties in contracts, oil inspectors are in effect scorekeepers or umpires.

Like a general practitioner, an oil inspector is on call 24 hours a day. He may be called out of bed at three in the morning to clear a loaded tanker. "What bothers me most," said Jack Dooley, Saybolt S. A. inspector, "is getting called out of the movies. If I have a ship that may finish loading between 7 and 11 p.m., I usually skip the movie."

It's not unusual for an oil inspector to work a 30-hour period with only an occasional cat nap. The coming and going of ships, the assignment of contracts by customers, lab testing procedures, loading difficulties—all these determine the working hours of an inspector. But to better understand the ramifications and rewards of such a vocation, one must examine an oil inspector's daily routine and duties.

A cable from a West Coast independent advises one of the two commercial oil inspection companies that it has ordered 60,000 barrels of motor gasoline from Lago. The independent wants the inspector to certify product quantity and quality. Lago has agreed to split inspection costs.

Paper work out of the way, the oil inspector first samples the shore tank or tanks to be used for loading, then witnesses laboratory tests specified for the particular product. After the ship has arrived and is out of ballast, he goes on board to inspect the readiness of the ship's tanks for loading. Piping systems on board are then sealed to prevent acci-

(Continued on page 8)



OFFICER IN charge of U. S. Navy oil inspectors at InsMat Aruba is Lt. Com. H. E. Jackaway, USN, shown with Mrs. Hazel Goodwin, secretary.

OFICIAL ENCARGA cu inspectornan di azeta di U.S. Navy trahando bao number di InsMat Aruba ta Lt. Com. H. E. Jackaway, USN, muntra hunto cu Sra. Hazel Goodwin, secretary.



USING A mirror to reflect the sun's rays, Commander Jackaway inspects ship's tanks for dryness and cleanliness. This prevents product contamination from previous cargoes.

USANDO UN spiel pa refleja rayonan di solo, Comandante Jackaway ta inspecta tankinan di bapor si nan ta seco y limpi.



LT. DOYLE computes ship's cargo in Oil Accounting to cross-check figures. Looking on is F. V. Lacle, dispatcher. At right is J. F. Tay with M. A. Tappin, background, running ditto machine.

LT. DOYLE ta calcula carga di bapor den Oil Accounting pa cross-check cifras. Mirando ta F. V. Lacle, despachador. Banda dreci ta J. F. Tay cu M. A. Tappin, banda patras, trahando cu mashien di ditto.

STRAPPING TANKS are oil inspectors of Charles Martin & Co. Both Martin and Saybolt S. A. inspectors calibrate Lago storage tanks to determine exact capacity of individual units.

PASANDO CINTA rond di tanki ta inspectornan di Charles Martin & Co. Inspectornan di tanto Martin como Saybolt ta calibra tankinan di Lago pa determina nan exacto capacidad.

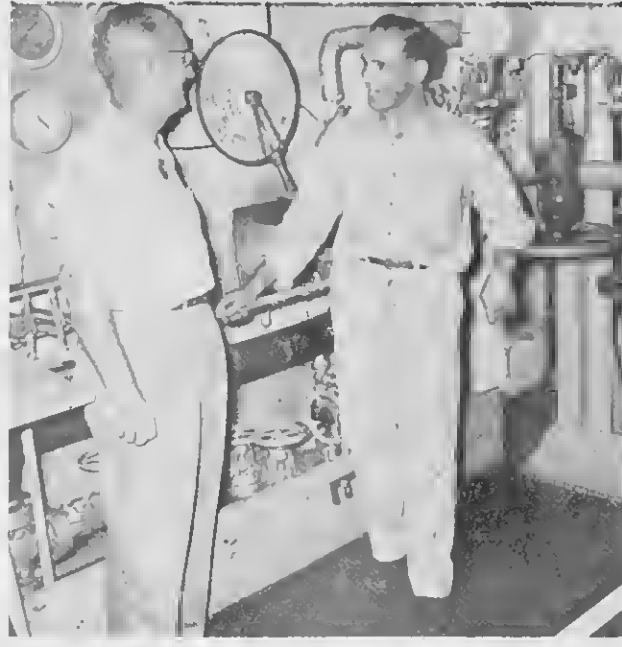


IMPORTANT work in PROCEDIMENT inspection di az E tes



SAYBOLT'S OIL Inspector, J. T. Dooley, witnesses Lago Gauger E. Pilgrim perform ullages on the Mormacwren. SAYBOLT SU inspector di azeta, J. T. Dooley ta waak gauger di Lago E. Pilgrim ta midi cuanto tin den tanki di SS Mormacwren.

THE MORMACWREN'S chief engineer, H. M. Castro, chats with Mr. Dooley. On freighters, ullages may even take inspector to engine room. CHIEF ENGINEER di Mormacwren, H. M. Castro, ta conversa cu Sr. Dooley. Ariba bapornan di carga tin ora e inspector mester bai te den cuarto di maquina.



ON MOST McCormick Line freighters, cargo tanks may be located anywhere, especially deep in the hold. Inspector Dooley found himself in the prop shaft alley on this gauging job.

ARIBA MAYORIA di e bapornan di carga di McCormick Line, e tankinan di carga ta hundo den e bodega. Inspector Dooley a haya su mes den e pasada di e shaft di e chapaleta pa haci su trabao di gauge.

E Historia di Inspector di Azeta

"Yene'le," e chofer a contesta e atendente di pomp di gasoline ora esaki a puntre'le, "Cuanto?"

Algun momento despues e click di e pomp di alta velocidad a senjala cu e tanki tabata yen.

"Esey ta costa \$4.23, senjor. Check e azeta tambe?"

"No masha danki. Mira, mi ta check cuanto milla e gasoline ta corre. Cuanto el a tuma exactamente?"

"Laga nos mira. Segun e gauge — 12.8 galon. Ata bo placa vuelta. Masha danki y te despues."

Esaki ta un conversacion tipico cu ta tuma lugar miles di vez tur dia den henter Estados Unidos y otro paisnan di habla Ingles. Y e ta tuma lugar den otro idioma den mundo tambe. Kiko esaki tin di haci cu "inspectornan di azeta?" Masha hopi mes.

Pa medio di controlman di gobierno federal y di estado, nos motorista ta asegurá di exactitud di e pomp di gasoline cu a entrega net 12.8 galon di gasoline den su tanki. El a worde asegurá cu e aparato di conta a muntra e cantidad correcto di gasoline — \$4.23 na 33 cents pa galon.

Na Lago, e cliente kier un cantidad "poco" mas grandi di combustible den un tanki "poco" mas grandi. Ora el bisa "yene'le" el kier meen 60,000 barril di 100 octane research gasoline gepomp den un supertanker di 39,000 ton. Y aki no tin aparato automatico ariba mercado pa midi e operacion aki cu e exacti-

tud cu tanto Lago como e cliente ta demanda. Esaki no ta tuma na cuenta e factor di calidad cu ta involve test di laboratorio na dozijn pa asegura cu especificacionnan di e cliente ta cumpli.

Y asina a bini ariba e inspector di azeta, e homber of grupo di homber cu ta midi cantidad y certifica calidad na Lago y na refinarianan den henter mundo.

Na Lago tres grupo di inspectornan di azeta ta actua como tercera parti neutral den transaccionnan entre Lago y su clientenan. Nan ta e inspectornan di U. S. Navy (InsMat Aruba), Charles Martin & Company y Saybolt S. A., un afiliado di E. W. Saybolt and Company, Inc. di Estados Unidos. "Bo por bisa cu nos ta referees," Oran Johnson, gerente di Charles Martin a bisa. "Den mayoria contract, Lago y e cliente ta combini pa parti e gasto di certificacion y inspeccion di azeta. Asina, nos decisionnan ta basá ariba hecho solamente." Siendo tercera parti neutral den mayoria contract, inspectornan di azeta en efecto ta referees. "Nos ta fluit manera nos mira!"

Manera un doctor, un inspector di azeta ta na warda 24 ora pa dia. El por worde lamtá tres 'or di marduga pa certifica un tanquero cu a caba di carga. "Loke ta verveel mi mas hopi," Jack Dooley, inspector di Saybolt S. A. a bisa, "ta ora nan yama mi for di den cine. Si mi tin un bapor cu por caba di carga entre 7 y 11 p.m., anto mi ta prefera di no bai cine."

No ta strango pa un inspector di azeta traha un periodo di 30 ora sin drumi sino rato rato. E yegada y salida di bapornan, e dunamento di contract na clientenan, testmento na laboratorio, dificultad den cargamento — tur esakinan ta determina cuanto ora e inspector tin di traha. Pero pa comprende mihor e ramificacionnan y placer di un ofishi asina, un hende mester waak e rutina di tur dia di un inspector di azeta.

Un telegram di un independiente na West Coast ta avisa un di e dos companianan comercial di azeta cu el a order 60,000 barril di gasoline pa motor for di Lago. E independiente kier pa e inspector certifica cantidad y calidad. Lago a combini pa parti e gastonan di inspeccion, cada un ta wanta mitar.

Cu trabao di papel kitá for di camina, e inspector di azeta promer ta

(Continua na pagina 7)



ATURE in oil inspection rk ing knock tests. ENRTANTE den trabao di aakmento di knock test. E Croes, robez.



MANAGER OF the Martin Co. office is Oran Johnson, right, shown gauging a shore tank. GERENTE DI Martin Co. su oficina na Lago ta Oran Johnson, banda drechi, kende ta gauge un tanki na banda drechi.



TWO MARTIN men, R. J. Faulker, left, and A. G. Freeberg gauge tank on Esso tanker.

DOS EMPLEADO di Martin Co., R. J. Faulker, robez, y A. G. Freeberg ta gauge un tanki ariba un tanquero Esso. Check di e volumen ta worde haci promer y despues di cargamento.



THE JOB completed, Martin Manager Oran Johnson and his crew move off to the next operation. Hired by Lago and Lago's customers, oil inspectors assure both parties of product quantity and quality while acting as the indifferent third party in the transaction.

E TRABAO completá, Gerente Oran Johnson di Martin Co. y su grupo ta sigui cu e proximo operacion. Trahando pa Lago y clientenan di Lago, inspectornan di azeta ta asegura ambos partido di calidad y cantidad di petroleo, mientras actuando como e tercera parti neutral den e transaccion.



HIGH UP in a bosun's chair is R. J. Faulker of the Martin Co. He is calibrating the measurements on a tank strapping job. HALTO DEN e stoel di bosun ta R. J. Faulker di Martin Co. El ta calibrando e medidanan mientras contenido di un tanki.

Sugar Boy Coaches YMCA Boxers

During the past several weeks, Sugar Boy Nando has devoted much of his free time as boxing coach to 22 YMCA youngsters. The Antilles middleweight champ — only seven defeats in 59 pro fights — has been placing the emphasis on good health and sportsmanship plus teaching the would-be world champs good foot work, aggressive tactics, punching bag exercises and correct stances.

Durante e pasado varios siman Sugar Boy Nando ta dedica hopi di su tempo liber como coach di 22 hoben di YMCA. E campeon peso medio di Antillas — solamente 7 derota den 59 pelea profesional — ta acentua bon salud y sportividad y tambe el ta sinja e prospectivo campeonnan mundial bon movimiento di pia, tactico agresivo, ehercicio cu punching bag y estilo correcto.

"TO BE a good fighter you have to sleep and eat regular and cut out bad habits like smoking."

"PA SER un bon hringador bo mester drumi y come regularmente y stop mal costumernan manera bebe y huma."



"STANCE AND footwork are both important. But you have to have a good punch to make everything else count."

"ESTILO Y movimiento di pia ta tur dos importante. Pero bo mester tin un bon punch pa laga tur otro cos tambe conta."



"THAT'S THE way! Mix it up. The only way you'll learn how to be a good boxer is to put on the gloves and get in the ring."

"ASINA TE manera! Dal bai numa. E unico manera cu bo ta sinja ser un bon boxeador ta bisti e handschoen y hula den ring."

"A GOOD fighter is aggressive, you have to be, but you also have to keep cool and calm or you'll lose for sure."

"UN BON boxeador ta agresivo, bo mester ta, pero tambe bo mester ser calmo y no rabia, sino sí bo ta perde."

Children's Carnival Held Jan. 25

Youngsters Vie For Prizes

A crowd of 2000 watched Prince Carnival crown Miss Rena Luckhoo queen of the Children's Carnival at the Sport Park spectacle Jan. 25. Selected by the judges as prince of the Children's Carnival was Godfrey St. Aubyn. Miss Luckhoo, costumed as Neptune's Daughter, and Mr. St. Aubyn, dressed as King Louis XVI, won top honors out of a group of 80 participating children.

Marching to the Sport Park from the Abraham De Veer School, the youngsters cavorted in the guise of scary jumbies, lithe hula dancers, spooky witches and grim Indian chiefs plus many other costume variations.

Un multitud di 2000 a presencia coronacion di Rena Luckhoo como reina di carnaval di mucha na Lago Sport Park Jan. 25. Selecta door di e hueznan como prins di e carnaval di muchanan tabata Godfrey St. Aubyn. Srta. Luckhoo, bisti como yiu di Neptuno, y Sr. St. Aubyn, bisti como Rey Luis XVI, a gana dos premio entre e grupo di 80 participante juvenil.

Marchando pa Sport Park for di Abraham De Veer School, e muchanan a parada den desfraz di jumbie mahos, bailadornan di hula, spirito y indian y den hopi otro mas variacion.

PRINCE CARNIVAL, with the aid of Pancho, crowned Rena Luckhoo the queen of the Children's Carnival at the Jan. 25 event.
PRINS CARNAVAL, cu ayudo di su Pancho, a corona Rena Luckhoo como Reina di Carnaval di Mucha Jan. 25.



FIRST PRIZE for best costumed couples went to Elsa Coffi and Eddy Naar, Brazilians at right, George Barnes and Barbay Garrido won second prize as Hawaiians.
PROMER PREMIO pa e parejanan cu mehor kostuum a bai pa Elsa Coffi y Eddy Naar, Brazilianonan. George Barnes y Barbay Garrido a gana segunda premio.



TOP PRIZE winners in six through eight age group were, left to right, Lorraine Mendes, Karen Van Blarcum and Amber Maduro.
GANADORNAN DI e premionan den e grupo di seis te ocho anja tabata, robez pa drechi, Lorraine Mendes, Karen Van Blarcum y Amber Maduro.



TYPICAL OF the variety of costumes seen at the Children's Carnival is shown in this group of witches, dancers, circus ring master, island king and Indian chief.
TYPICO DI e variedad di kostuum mirá na carnaval di muchanan ta muntrá den e grupo aki di heks, bailarina, atendente di circo, un rey chikito y un hefe di Indian.

T. Burton Named Senior Chemist

The promotion of Ted R. Burton to senior chemist in TSD-Laboratories was announced recently. Mr. Burton assumed the duties of his new position Feb. 1.

He started with Lago in August, 1953 as a chemist B in TSD-Laboratories, the department in which he has remained during his entire career with the company. Mr. Burton was promoted to chemist A in August, 1955.



T. R. Burton

He attended Montana State University from 1946 to 1949 and was graduated with a bachelor's degree in chemistry. He then entered the University of Washington in Seattle where he received his master's degree in 1953. Mr. Burton is currently on special assignment in Process-LOF.

Jersey's 1958 Earnings Decline \$241 Million

A preliminary report released by Eugene Holman, chairman of Standard Oil Company (N.J.) shows that the earnings of Lago's parent company and affiliated companies for 1958 were \$564 million, a decline of \$241 million from the year before. These figures take into account the increase in income taxes back to January 1, 1958 decreed by the Venezuelan government, with this increased tax estimated at \$90,000,000.

Earnings of the company for all its operations together dropped from \$4.08 per share in 1957 to \$2.73 per share in 1958. (Actual dividends to stockholders, the owners of the business, remained at \$2.55 per share for the year, with the remainder of the \$2.73 earnings being put back into the business.) This decline in earnings was in spite of increased sales over the previous year, and is accounted for

by lower price realizations and increases in taxes and other costs.

Even though earnings declined, taxes, import duties and other payments to the United States and foreign governments again increased during the year. The total of such taxes, \$2,343,000,000, was equivalent to \$11.33 per share, or more than four times the net earnings of \$2.73 per share.

Dos Ta Retira For di Lago Cu Servicio Largo

Cu casi 30 anja di servicio na Lago na su credito, Adrian A. Meyers di Mechanical-Pipe a retira for di compania Feb. 1. Tambe lo bai cu pension for di Lago Maart 1 William C. Inniss di Process-Receiving & Shipping (Wharves) kende tin mas cu 25 anja di servicio.

Sr. Meyers, pipefitter helper A den su departamento, a cumina traha na Lago April 29, 1929 como verfdó den Mechanical-Paint. For di 1933 pa 1943 el a traha den diferente crafts incluyendo molá, garage y dry dock. el a transferi pa shipyard unda el a worde promovi pa hoilermaker helper A na Januari 1953. El a cumina traha na Mechanical-Pipe na October 1954 como pipefitter helper B y a worde nombrá helper A na Augustus 1955. Originalmente for di St. Maarten, Sr. Meyers no obstante tin plan di keda biba na Aruba.

Sr. Inniss a hini Lago Aug. 8, 1933. El a cumina como laborer segunda clas eden Gas Plant. Transferiendo pa stewards craft na Jni 1935 como truck driver despues el a bira wharfinger na waaf. Despues di cierto ocupacionnan den Process-Receiving & Shipping, Sr. Inniss a worde nombrá porter na November 1952 y janitor na September 1956. Sr. Inniss kende ta bini di St. Vincent tin idea di bai biba aya despues di su pensionamento.



MUCH HAPPINESS in retirement was wished Zacarias Orman, equipment operator 1 in Mechanical-Garage, by his friends and associates shortly before he retired Jan. 1. The group presented him with a check. HOPI FELICIDAD durante su pensionamento a worde deseá Zacarias Orman, equipment operator 1 den Mechanical-Garage, door di su amigonan pramer cu el a retira Jan. 1. E grupo a presente'le un check.



FETED AT a retirement luncheon Jan. 26 was H. P. Gittens, Mechanical-Boiler, who retired Feb. 1 after a 28-year Lago career. Attending the luncheon, left to right, were: D. Hodges, D. J. Monroe, Mr. Gittens, W. A. Murray, K. T. Gittens, J. Tricarico and G. L. MacNutt.

FESTEJA NA un comida di retiro Jan. 26 tabata H. P. Gittens Mechanical-Boiler, kende a retira Feb. 1 despues di 28 anja di servicio na Lago.



OLD TIMES at Lago were well explored at the retirement luncheon for Adrian A. Meyers, Mechanical-Pipe. He retired Feb. 1 with nearly 30 years' service. Attending the luncheon, left to right, were: C. A. Bryson, Mr. Meyers, J. R. Proterra, C. E. Meyers, C. M. A. Da Silva and B. J. Brenver.

CU'ENTENAN BIEUW na Lago seguramente a worde contá na hopi durante comida di retiro di Adrian A. Meyers, Mechanical-Pipe. El a retira Feb. 1 cu casi 30 anja di servicio.

NEW ARRIVALS

December 29, 1958
BOEKHOUDT, Leonardo - General Service - A son, Ivan Ferdinand.
LAREZ, Pedro P. - Mech. Paint - A daughter, Dorothea Zoraida.
December 30, 1958
HENRIQUEZ, Dominico A. - Mech. Machinist - A son, Dominico Aquiles Jr.
JACOB, Victor O. - Mech. Carpenter - A son, Victor Antonio.
SEMELER, Tercisio - General Services - A daughter.
December 31, 1958
NOGUERA, Juan - TSD Process - A daughter, Susan Silvia.
PALM, Johannes J. B. - Mech. Electrical - A son, Benvenuto Emery.
January 1, 1959
RIDDERSTADT, Jacobo - Mech. Pipe - A son, Juan Benito.
January 2, 1959
PAESCH, Johan, Mech. Paint - A daughter, Nilka Prudencia.
CROES, Francisco - Rec. & Shipping - A daughter, Brenda Mariela.
January 3, 1959
PETERSON, Nelson J. Executive - A son, James Valentine.
THIEL, Ramon - Mech. Carpenter - A daughter.
January 4, 1959
HARMS, Jacinto - Utilities - A son, Esmeraldo Ricoberto.

CROES, Jan - Mech. Garage - A son, John Robert.
DE WEEVER, Josephus R. J. - Storehouse - A son, Johannes Alfonso.
January 5, 1959
MADURO, Agustin - Mech. Pipe - A daughter.
January 6, 1959
ELLIS, George H. - Mech. Pipe - A daughter, Claudina Mary Ann.
PHILIPS, Fredrick L. - Mech. Carpenter - A daughter, Wanda Dorene Francesca Reynira.
PAYTON, John J. - TSD Process - A daughter, Leslie Ann.
January 7, 1959
MADURO, Anselmo - Rec. & Shipping - A son.
January 8
LAMPE-L. Florencio R. - Mech. Mason: A son, Alfredo Apolinar.
WAASDORF, Dr. Johannes J. - Medical: A son, Rudolf Cornelis.
BLYDEN, Elebert S. - Esso Dining Hall: A daughter, Juliette Marcia.
January 9
RAJROOP, Samuel - Public Relations: A son, Roland Samuel.
TROMP, Dominico - Metal Trades: A daughter, Marshury Bernadette.
January 10
WILSON, Charles - Rec. & Ship.: A daughter, Jacqueline Bernadette.

Inspector di Azeta

(Continúa di pagina 5)

saca un muestra for di e tanki na terra of e tankinan cu ta worde usá ta bai presencia testnan di laboratorio prescribi pa e producto particular pa tuma e cargamento y despues el Ora e bapor a yega y sali for di bilast, el ta bai abordo pa inspecta si e tankinan di e bapor ta cla pa recibi e carga. E sistema di tubo abordo ta worde seyá pa preveni contaminacion accidental di e carga of su baimento den tanki robez.

Despues, linjanan di cargamento mester worde gecheck pa contenido y pa asegura cu nan ta yen y ta contene e producto segun especificacion.

Na Terra pa Gauge

Atrobe e inspector ta bai pa e tanki na terra pa gauge e cantidad pramer cu cargamento. Ora esaki ta cla el ta manda pumbers pa cumina. Durante cargamento algun vez ta necesario pa e inspector tuma mas muestra como un medida pa control di calidad. E pompan ta stop, e bapor ta cargá y hende lo pensa cu e trabao ta cla. No ta asina. E inspector mester ta absolutamente segur di e cantidad entregá. Con? Simplemente. Atrobe el ta gauge e tanki na tera y ta kita e cifra for di esun cu el ahaya ora e tanki tabata yen. Despues ta bini un viaje pa Oil Accounting. Aki e cantidad di producto cargá ta worde calculá tanto door di empleadonan di Oil Accounting como door di e inspectornan. Si nan cifranan ta compara cu otro, e papelnan di carga ta worde prepará y e bapor por sali. E cliente ta haya su certificación for di e inspector cu el ta recibí e exacto cantidad y ealidad cu el a pidi. "Ora un cliente pidi 60,000 barril di gasoline pa motor di 98 research octane, anto el no kier 59,999.8 barril y 97.9 octane." un inspector a bisa. El a si-

gui bisa cu, na otro banda, Lago su interes den inspeccion di azeta ta pa asegura su clientenan cu nan ta haya loke nan ta paga pa. "Segun mi ta mire'le," e inspector a sigui bisa, "Lago tambe kier tin control ariba e calidad y cantidad entregá. Presencian-do gaugemento di tankinan di terra y di bapor, nos ta certifica na compania cu el no a duna e cliente mas tanto harril cu esaki a pidi. Den laboratorio nos ta duna compania mas aseguranza cu valioso octano no ta worde duná por nada, na moda di bisa. Si un cliente paga pa 98 octane y el haya 100, anto ganashi ta sufri."

E grupo di inspeccion di azeta mas grandi na Lago ta esun di U.S. Navy. E grupo di cuatro homber ta encabezá pa LCDR H. E. Jackaway, USN. Su tres inspectornan ta LTJG M. H. Doyle, LTJG C. A. Berghane, Jr., y LTJG R. S. Buchanan. Tur ta oficialnan di reserva di USN. Bao nomber oficial di InsMat Aruba, e grupo aki su trabao ta identico na esun di e otro dos empresanan comercial di inspeccion. Como un unidad militar, InsMat ta duna aseguranza di calidad y cantidad pa tur compras di petroleo pa Fuerzas Armadas di Estados Unidos y agencianan di gobierno Americano den Caribe. E grupo aki ta duna tambe consejo tecnico y yudanza na refinarianan tocante interpretacion di especificacionnan di gobierno y ta reporta movimiento di bapornan comercial den e territorio aki. Inspectornan di Navy ta inspecta primeramente carganan di gobierno cargá ariba bapornan di U.S. Navy cu ta propiedad di gobierno pero cu ta worde operá door di civil.

"Nos ta bula un cantidad di ora," e comandante, un miembro di Navy desde 1941 kende lo retira na 1961 despues di 20 anja, a bisa. "Nos ta haci

inspeccion na Curacao, Amuay Bay, Punta Cardon, Cartagena y Pointe-a-Pierre, fuera Aruba. Rara vez nos tur cuatro ta na Aruba pareuw."

Durante Guerra Mundial II e comandante tabata encargá cu drecchamento y trahamento di bapor. E "engineering duty officer" a bini Aruba na Juni anja pasá for di Philadelphia unda el tabata oficial tecnico pa Navy General Stores, Supply Office. Un cliente grandi di Lago, Navy y gobierno di E. U. ta cumpra primeramente cantidadnan grandi di jet fuel, Navy special fuel oil, gasoline pa motor y pa aviacion, diesel fuel oils y kerosine.

Oran Johnson ta gerente di oficinanan di Caribe di Charles Martin & Company 1945, e anja cu e compania a cumina traha den e territorio aki. Mescos cu Navy, el ta viaja hopi milledaire pa coordina oficinanan na refinarianan y centronan di produccion den Caribe. "Mi a haci 102 viaje pa Curacao sol," el a observa. "Un vez a tuma mi seis ora pa yega na un lugar di inspeccion na Colombia pa medio di aeroplano, taxi y canoa. A tuma mi net 30 minuut cu aeroplano di compania pa haci e mes viaje di regreso."

Midimento ta Importante

Excepto pa midimento di tanki cu cinta, e inspectornan tanto di Charles Martin y Jack Dooley, hefe di Saybolt, ta haci e mes procedimiento di inspeccion cu e hendenan di Navy. Segun Sr. Dooley, e trabao aki ta di importancia vital como e ta determina e capacidad exacto di cada tanki den tankfarm di Lago. Calculacion di carga di bapor lo no ta exacto sin calibracion di e tankinan. Mirando Charles Martin su inspectornan midi un tanki, hende ta haya un idea di e trabao cu esaki ta. Na va-

rios haltura un cinta (tape) di staa ta worde pasá rond di e tanki y e medidanan ta worde notá. E informacion aki plus tamanjonan di proyectiounan interno ta bai pa oficinanan di eng'neria di e compania unda e capacidad di e tanki ta worde calculá. Saybolt y Martin ta e dos companianan mas grandi di inspeccion di azeta na mundo. Tur dos tin oficina den e centronan di refinacion y produccion mas importante na mundo y tambe na unda productonan liquido ta worde produci.

"Nos ta inspecta un cantidad di otro producto fuera azeta," Sr. Johnson a bisa. "Por chemplo, mi compania ta pisador y inspector oficial pa asociacionnan di semilla di catuna y boonchi di soya na Estados Unidos. Carganan liquido cu nos ta inspecta ta inclui stropi, creosote, benzol, solvente, alcohol, acido, azeta dushi y azeta di animal."

E. W. Saybolt Company, Inc. ta

haci e mes sorto di inspeccion cu Charles Martin. Sr. Dooley ta encabezá operacionnan di Saybolt S. A. na Aruba desde Januari 1957. El a bini aki despues di un contract di dos anja na Venezuela, unda el tabata inspecta carga na Amuay Bay y Maracaibo. Cu Saybolt desde 1954. Sr. Dooley ta den ramo di petroleo desde principio di anjanan 30.

Inspeccion di azeta a progresá pa bira un ocupacion interesante desde su inepcion poco despues di Guerra Civil. E descubrimiento di Drake na Titusville, Pennsylvania, na 1860 a pone kersine den lampinan en vez di azeta di bayena. Azeta crudo e tempo tabata worde barcá den boco cu tabata liek ora nan tabata defecto. E industria a decidi cu mester di un medio di inspecta e barrilnan pa preveni lekmento. Di e manera aki e trahadornan di boco a bira nos pramer inspectornan di azeta y asina un ofishi nobo, inspeccion di azeta,

Esso Oranjestad Ta Scapa Homber Perdí

E aspecto humano di un industria grandi a muntra su mes claramente den su rol como un miembro di comunidad siman pasá. Ponendo un banda tur otro consideracionnan, Lago a despacha e remolcador Esso Oranjestad ariba un nision di 24 ora na lamar cual a yega na un alegre fin cu salbamento di un bida humano. Su sol, yen di hamber y frío, Victor Muskus, un piscador di 59 anja di Curacao a worde tumá abordo di e remolcador for di ariba su boto defecto 70 milla leuw for di costa di Aruba.

Na driefmento sin cuminda of awa pa tres y mitar dia y anochi, su curpa a seca door di e martirio aki. Su lipnan tabata binjá y hinchá; su cara tabata muntra poco emocion. Ya caba visible senjalnan di emocion a desaparece for di dje. Ora a resulta cu no tabata bini yudanza, su boto chikito haciendo awa, lamar nan halto manera seroe ta haci cu ne manera un cos di hunga, biento ta bira ora pa ora mas peor, Muskus a consola su mcs cu su destino. Despues el a admiti caba cu el a perde tur speranza. Loke el no tabata sabi mientras el tabata pensa asina tabata cu su salbamento lo ocupa hopi ora activo di personal representando gobierno di Estados Unidos, Lago y Esso Shipping.

Henter e asunto a cuminsa Feb.

3 cu un piscamento rutina canto di costa di Curacao door di Sr. Muskus y un companjero. Poco despues di laga e lugar di pesca, e motor di e boto di 30 pia a paga. E no por a worde drechá y e boto a cuminsa drief. E companjero a grita un otro schoener di piscador y a laga Sr. Muskus kende a prefera di "keda cu mi boto" te ora ayudo bini. Casi ayudo no a yega na tempo. Su risiko a hera termina fatal.

Biento fuerto y lamar halto a carg'e le noord, noord west na razon di mas of menos dos y mitar milla, un velocidad basta grandi pa un boto cu ta drief. Ta probable cu el a pasa nord di Aruba bai — sin ningun terra na vista milla y milla leuw. Tur esaki tabata Feb. 3. E siguiente dia tabata mescos, lamar halto y biento, sin cuminda of awa. Pa e ora aki, sin embargo, su otro companjero kende a busca seguridad den un otro boto e dia anterior, a notifica oficialnan di gobierno na Curacao cu su amigo tabatin mester di ayudo. Air Traffic Control na Curacao, den persona di Hefe Interino Henry van der Fem, a yama United States Coast Guard na San Juan, Puerto Rico, y a pidi asistencia. Esaki ta un servicio cu Estados Unidos ta furni den henter Caribe. E stacion na San Juan a manda un amplubio Albatross cu un

tripulacion di seis bao comando di Lt. Comdr. J. C. Miller.

E aeroplano color di plata, di dos motor, y cu e familiar floats geel y banchi geel rond di su curpa pa significa cu el ta ariba un mision pa localiza hende perdi na lamar a busca henter dia Feb. 5. E aeroplano a laga Curacao unda el a baha e anochi promer pa mas of menos 8 di mainta. Su buscada durante henter dia a worde recompensá ora nan a localiza Sr. Muskus pa 5:30 di atardi. E posicion a worde determiná y e aeroplano a bolbe Curacao pa completa e salbamento e siguiente dia.

Pa alcanza e homber mientras lamar halto tabata haci imposible pa e aeroplano baha. Havenmeester Meenhorst a pidi asistencia di Lago. Lago a combini di manda Esso Oranjestad, cu dos captan, Joe Fernando y Arthur Scott, tur dos veteranonan di hopi tal aventura, y un tripulacion competente. E remolcador a tira pa lamar grandi pa haci e mision aki Feb. 6. Haaf di Oranjestad, unda e remolcador a hiba e lancha pa bunker e bapor di carga Flenzburg, a worde lagá pa mas of menos 10:57 di mainta. Una vez den lamar grandi, trabao a cuminsa. E remolcador solido a haya su mes den un lamar mas brabo mirá den diez anja. E tabata dal, lora y saak,

pero e tabata anda. "Oh, cos lo bira peor," Joe Fernando a remarca ora el a sali. Y el a haya razon!

Como cuatro ora y hopi milla pa for di Oranjestad, contacto pa medio di radio a worde haci cu e aeroplano di Coast Guard cu tabata bula na halto. Pronto a resulta cu maske Lt. Comdr. Miller tabata papia cu Esso Oranjestad, loke el tabata mira tabata e tanquero "Esso Richmond." El a dirigi Richmond pa e homber cu ta drief, pero tur loke e tanquero aki por a haci tabata para un banda. E lamar tabata mucho halto pa e tripulacion di Richmond ni purba tuma e homber na abordo.

No tabata mucho rato promer cu e tripulacion di Esso Oranjestad a mira e aeroplano di Coast Guard y Esso Richmond den distancia. E remolcador a bai derecho pa e lugar y a yega aki pa 4:30 p.m. Den menos cu 15 minuut e tripulacion di e remolcador a hala Sr. Muskus abordo y a mara su boto. Tabata un vista patético cu e tripulacion di e remolcador a contra cu ne. E homber chikito, bisti solamente den badbroek blauw, tabata sintá ariba cabina chikito di e boto — cu miedu pa move. Tabatin mester di algun palabra na Papiamentu pa pone realiza cu el mester subi abordo di e remolcador. El a benta un cabuya cual e tripulacion di e remolcador a

coi y a mara un mas diki cu cual nan a hala e boto trece le un banda. Tony Winklaar y otro di e remolcador a coi e homber trece abordo mientras Tony tabata asegura e cabuya na dek di e boto.

E boto no a keda den touw mucho largo, manera Arthur Scott a bisa. "Lamar ta mucho pisá pa hala e boto aki. Sea e ta parti na dos of e ta zink." Arthur tabatin razon. E toumento den y door di e olanan grandi tabata mucho. Despues di mas of menos 22 minuut di touwmento e boto a bai. Atrobe "Olsivito" tabata drief, sin energia, entreña na lamar. Pero awor su sol.

Abao den e remolcador, comodamente den un coverall di Lago, Sr. Muskus a bebe un boca grandi di awa fresco y limpi. Tabata di promer vez den tres y mitar dia. Esaki a yuda alivia e tormento di lip y garganta seco. El a reposa pa e viaje largo y duro di vuelta. contento cu el ta na bida, y nunca tan cerca asina di morto. Tambe e tripulacion di Esso Oranjestad a emprende camina pa cas, orguyoso cu nan a yuda salba bida di un hende. Nan tabata orguyoso tambe cu nan compania tin un aspecto humano cu ta laga Esso Oranjestad kita for di su trabao normal di manipula tanqueronan den haaf y ta lage le bai yuda salba bida di un piscador.

Oil Inspectors

(Continued from page 4)

dental cargo contamination or discharge.

Next, loading lines must be checked for displacement and to assure that the line is full and contains the product on specifications. Back to the shore tank goes the inspector to gauge quantity prior to loading. This completed, he authorizes pumpers to pull the switches. During the loading operation it is sometimes necessary for the inspector to take additional samples as a quality control measure. The pumps stop, the ship is loaded and one would think the job was done. Not quite. The inspector must be absolutely sure of quantity delivered. How? Simple. Gauge the shore tank again and subtract this figure from the one taken when the tank was full. Next comes a visit to Oil Accounting. Here quantity of product loaded is computed by both Oil Accounting employees and inspectors. If their figures check, cargo papers are prepared and the ship is released for sailing. The customer gets certification from the inspector that he received the exact quality product he ordered and quantity. "When a customer orders 60,000 barrels of motor gasoline at 98 research octane, he doesn't want 59,999.8 barrels and 97.9 octane," one inspector said. He went on to say that conversely, Lago's interest in oil inspection services is to maintain an additional check on its rigid quality controls to assure its customers they're getting what they order and pay for.

"As I see it," the inspector continued, "Lago also wants absolute control on quantity delivered and quality. By witnessing shore tank gauging plus ullaging (gauging) on ships we certify to the company it hasn't given the customer more barrels than ordered. In the lab we give Lago further assurance that valuable octanes aren't being given away, so to speak. If a customer pays for 98 research octane and 100 is loaded, profits would suffer."

Biggest oil inspection complement at Lago is the U.S. Navy's. The four-man group is headed by Lt. Comdr. H. E. Jackaway, USN. His three inspectors are Lt. M. H. Doyle, Lt. C. A. Berghane Jr. and Lt. R. S. Buchanan. This Navy group's work practically parallels that of the two commercial oil inspection firms. As a military unit, InsMat gives quality and quantity assurance for all petroleum liftings for U. S. Armed Forces and U. S. Government agencies in the Caribbean area. The Navy group also provides technical advice and assistance to refineries on government specification interpretations and reports commercial ship movements in the area. Navy inspectors primarily inspect government cargoes loaded on USNS vessels which are government owned U. S. Naval ships civilian manned and operated. "We log a lot of flying hours," quipped the commander, a Navy man since 1941 who will take his 20-year retirement in 1961. "Our inspection locations are at Curacao, Amuay Bay, Punta Cardon, Carta-

gena and Pointe-a-Pierre, in addition to Aruba. All four of us are seldom in Aruba at the same time."

During World War II the Commander was in charge of ship repair and ship construction. The engineering duty officer came to Aruba last June from Philadelphia where he was technical officer of the Navy General Stores Supply Office. A big Lago customer, the Navy and U. S. government primarily purchase vast quantities of jet fuel, Navy special fuel oil, motor and aviation gasoline, diesel fuel oils and kerosene.

Oran Johnson has been manager of Charles Martin & Company Caribbean offices since 1945, the year the company began operations in this area. Like the Navy, he travels many air miles to coordinate offices in Caribbean refineries and producing areas. "I've made 102 trips to Venezuela alone," he remarked. "Once, it took me six hours to get into an inspection area in Colombia via plane, taxi and native dugout. It took me just 30 minutes to make the same length trip out via company plane."

Except for tank strapping, both Charles Martin inspectors and Jack Dooley, Saybolt head, perform the same inspection procedures as the Navy men. According to oil inspectors this function is all-important as it determines the exact capacity of every tank in Lago's tank farm. Computation of ship loadings would not be accurate without proper shore tank calibrations. Watching Charles Martin inspectors strap a tank, one is aware of the pains taken to do the job right. At various levels a steel tape is placed around

Carnival 1959

(Continued from page 3)

di dos vez ei a tuma un aire di seriedad y ei a camina bai cerca Miss Viceroy. Awor e Reina di Carnaval pa 1959 a worde reconoci. Henter e publico a bini na movicion. No solamente el a impresioná e cinco hueznan oficial, pero su popularidad cu e publico tambe tabata halto. E reina nobo, kende a domina e fiesta anual durante e ultimo fin di siman tabata Alicia Dijkhoff, Miss Viceroy, kende su bunita, gracia, bisti y aparenca personal a gana pa e titulo di Reina di Carnaval. Di dos den e eleccion di Jan. 31 tabata Miss Caribe, Betty Blakley.

(Continued from page 3)

second time he took an air of seriousness and walked to Miss Viceroy. The 1959 Carnival queen had now been recognized. Pandemonium broke loose in the stadium. Not only had she impressed the five official judges but her popularity with the crowd also ranked high. The new queen, who reigned over last week-end's annual fiesta was Alicia Dijkhoff, Miss Viceoy, whose charm, gracefulness, attire, carriage and audience appeal earned her the royal carnival title. Runner-up in the Jan. 31 election was Miss Caribe, Betty Blakley.

the tank and measurements recorded. This information plus dimensions of any internal projections go to the firms' engineering offices where tank capacity is calculated.

Saybolt and Martin are the two largest oil inspection companies in the world. Both have offices in major refining and producing areas on the globe plus areas where other liquid products are produced. "We inspect a lot of other products besides oil," Mr. Johnson said. "For example, my company is official weighers and inspectors for U.S. cottonseed and soybean associations. Liquid cargoes we inspect include molasses, creosote, benzol, solvents, alcohol, acids, vegetable oils and animal oils."

The E. W. Saybolt Company, Inc. performs the same inspection procedures as the Martin firm. Mr. Dooley has headed Saybolt S. A.

operations in Aruba since January, 1957. He came here after a two-year contract in Venezuela where he inspected cargoes at Amuay Bay and Maracaibo. With Saybolt since 1954, Mr. Dooley has been in the petroleum business since the early 1930's.

Oil inspection has progressed into a challenging vocation since its inception shortly after the Civil War. The Drake discovery in Titusville, Pennsylvania, in the 1860's put kerosene in the world's lamps in place of whale oil. Crude oil was shipped then in wooden barrels which were apt to leak because of defective cooperage. The industry decided some method of cooperage inspection was needed to reduce losses. That's how coopers (barrel makers) became our first oil inspectors and how a new vocation, oil inspection, was conceived.



DID I do that? Wow! Wait'll I show the girls. They'll be green with envy. Must have been something I ate last night. T'AMI a haci esey! Warda, mi ta bai muntra e muchanan. Nan lo keda yen di envidia.

I'LL BET this is a record for a ki ki bird. Why, it's almost as big as I am. Maybe it's twins... or triplets! MI TA pusta en esaki ta un record pa un prikihi. Kiko, e ta casi mes grandi cu mi. Podiser ta ohochi.

WAIT A minute! Somethin's fishy about all this. Ki ki eggs are light blue. This thing looks like a chicken egg. WARD A UN rato! E cos aki ta poco strange. Webó di ki-ki ta lichtblauw. Esaki ta parce un webó di galinja.

I'VE BEEN duped! It is a chicken egg! I'll be the laughing stock of the flock... (Sorry, ki ki, Lago Policeman O. Wouters' hen laid this record egg). NAN A nek mi! Ta un webó di galinja! Awor mi a keda nan coi hari... (Sorry, ki-ki, ta galinja di Lago Policeman O. Wouters a pone e webó aki).